



# The China Mail

ESTABLISHED 1845

M. MUMEYA  
JAPANESE PHOTOGRAPHER  
All kinds of Photographs  
Work done in latest styles  
Developing and Printing for  
AMATEURS & SPECIALISTS  
35, QUEEN'S ROAD  
CENTRAL

No. 14,941.

號三十月三年一十一百九千一英

HONGKONG, MONDAY, MARCH 13, 1911.

日三十月二年三統宣

PRICE, \$3.00 Per Month.

OLD VAT  
No. 4

SCOTCH  
WHISKY

SOLE AGENTS IN  
HONGKONG,  
CHINA &  
MANILA.

A.S. Watson &  
Co., Ltd.

As applied to the  
House of Lords  
and  
House of Commons.

CHINA MUTUAL LIFE IN-  
SURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies' Act, England.  
Insurance in Force ..... \$7,355,885.00  
Assets ..... \$4,125,250.00  
Income for Year ..... \$3,560,569.00  
Insurance Fund ..... \$2,616,812.00

LEFFERTS KNOX, Esq., Hongkong  
District Manager.  
B. W. TAPPE, Esq., Macao and the  
District Secretary, Philippines.  
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., O.M.G.  
T. F. Hough, Esq., C. J. Latreuz, Esq.  
Hongkong, November 10 1900. 1374

ST. ANDREW'S CHURCH BOYS  
BRIGADE.

Inspection and Gymnastic  
Display.

The Rev. H. O. Spink is a firm believer  
in muscular Christianity, as anyone who  
put in an appearance on the St. Andrew's  
church lawn on Saturday afternoon would  
easily have gathered. The occasion was  
an inspection of, and gymnastic display by,  
members of the Boys' Brigade, which has  
been called into being in connection with  
the Church. Though the afternoon was  
dull and damp a good-sized crowd of ladies  
and gentlemen turned out to witness the  
currying-through of the arranged pro-  
gramme, and they were rewarded with a  
striking demonstration of the success which  
the popular chaplain has made of the  
movement which he has so enthusiastically  
taken in hand. Colonel C. W. R. St. John  
was the inspecting officer, and he expressed  
himself as more than favourably impressed  
by the appearance and the movements of  
the little soldiers.

After the formal inspection and company  
drill, the following display was carried out  
under the direction of the Rev. H. O.  
Spink and Sergt. Marchant (E.O.Y.L.I.),  
the instructor, both of whom took active  
part in the senior events—Signalling,  
physical drill, boxing, juni parallel bars,  
lance exercises, junior horse vaulting,  
cavalry sword exercises, polo contest,  
junior high jump, senior parallel bars,  
squadron races and senior horse vaulting.

During the course of the afternoon,  
Capt. Spink announced that the following  
promotions had been made—Lieut. Cpl.  
Brown to be Corporal; Lieut. Cpl. Murray  
to be Corporal; Pte. Bacon to be Lance  
Corporal. He also announced that in the  
inter-squad competition last month two  
squads were equal—Nos. 2 and 3 Squads—  
and that the squad commanders, Lieut. Cpl.  
Bacon and Pte. Johnson, would have to  
divide the medal for the month. Col. St.  
John pinned the stripes on the promoted  
youths and also presented the medal to the  
successful squads.

Business Notices.

W. S. BAILEY & Co., Ltd.

OFFICES AND WORKS, KOWLOON CITY ROAD, TEL. K.21

Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and  
Engineering Work and Repairs of  
every description.

THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (Switzerland) AND LONDON.

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

SEE THE

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.



Another Famous Product  
of the above Company  
is its

STERILIZED

NATURAL MILK.

A Trial of which will satisfy  
you of its  
EXCELLENCE.

Price:

20 Cents Per Tin.

\$2.30.....Per Doz. Tins.

\$9.00.....Per Case of 4 Doz.  
Tins.

ON SALE AT—

LANE, CRAWFORD & Co.

Kwan Yee, Queen's Rd. Cent.

Queen's Rd. Cent.

May Yuen, Queen's Rd. East.

Nam Hing Loong, Queen's  
Road Central.

Mitral Stone, Queen's Road  
Central.

Hongkong Co-operative So-  
ciety, 11, Cairns Road.

1951

CANTON, MACAO AND  
WEST RIVER  
STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sundays excepted) and 10 P.M. (Saturday  
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sundays excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 9 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday, and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company  
or Messrs. THORS, COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

HOTEL MANSIONS' Opposite Hongkong Hotel.

Hongkong, December 6, 1910. 13

GRAND HOTEL.

NO. 2 Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms. Luxuriously furnished. Electric Light and Fans through-  
out. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies' afternoon tea. Special rates for married families on application to  
the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.

Telephone No. 107. TELEGRAPHIC ADDRESS COMFORT, Hongkong.

Hongkong, November 10, 1909. 1374

ASTOR HOUSE HOTEL

(LAI & DONNAUGHT HOTELS)

QUEEN'S ROAD CENTRAL.

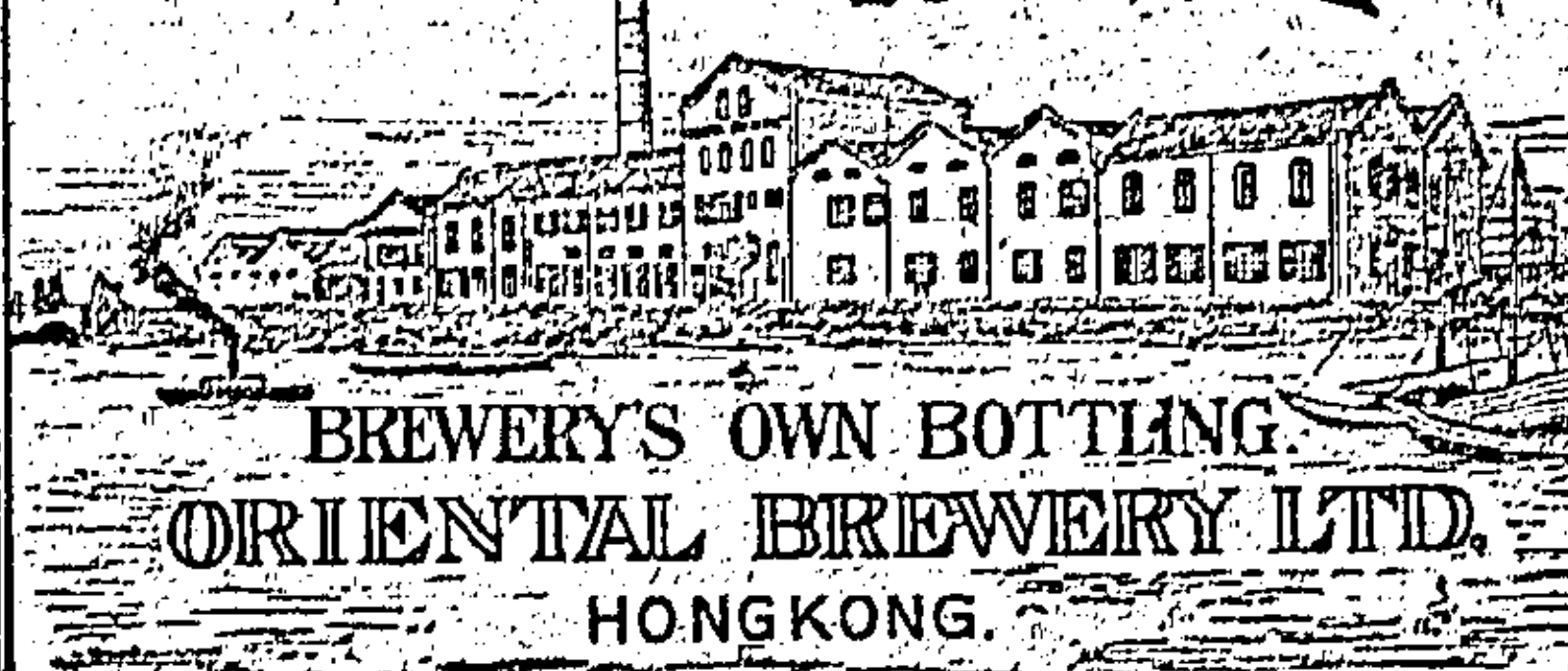
CENTRALLY situated, up-to-date Hotel. Recently renovated and under  
New Management. Large and comfortable Rooms. Excellent Cuisine under  
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER  
G. GAMEAU Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 3 1908 15

THE BEER THAT'S BREWED TO SUIT THE CLIMATE.

O.B. BEER



BREWERY'S OWN BOTTLING

ORIENTAL BREWERY LTD.

HONGKONG.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held  
at the HONGKONG HOTEL, on SATUR-  
DAY, 25th March, at 8 o'clock P.M.

Members and Devonians wishing to  
attend are requested to send their names  
to—

M. S. NORTHCOTE,  
Hon. Secretary.

Hongkong, March 2, 1911. 307

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire

all the conveniences and advantages of the modern Hotels at moderate charges

TELEGRAPHIC ADDRESS—GRAND,

Hongkong.

O. E. OWEN,  
Proprietor

Business Notices.

THE EASTERN ASBESTOS COMPANY,  
HONGKONG.

SOLE AGENTS FOR.

THE BELDAM PACKING & RUBBER COMPANY,  
LONDON.

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,

Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.

PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS 'CORUGATED', HONGKONG. TELEPHONE No. 501.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net

In Bags of 250 lbs. net

Shewan, Tomes & Co.,

GENERAL MANAGERS

FAIRALL & CO.

Dressmakers and Milliners.

FLANNEL & LINEN SUITS;  
BLOUSES.

NEW SPRING MILLINERY

Gloves in Doe Skin, Silk and Lisle.

2, PEDDER STREET

Telephone 644

MASSEY'S

1911 Directory.

NOW COMPILING.

New Firms, Clubs, Associations, etc., not appearing in the last issue are requested to  
send in their names to 10, HOTEL MANSIONS, 4TH FLOOR.

NOTE.—This information is published free of charge.

"SOUVENIR"

CALENDAR AND BLOTTER FOR 1911.

Pretty and Acceptable Xmas or New Year's Gift

ON SALE—MILLY & WALSH, LD., BREWER & CO., LD., CHINA MALL, LD.

Hongkong, August 25, 1910.

A Talk on Hall's Distemper.

HALL'S Distemper continues to grow in popularity both at home and abroad.

The widely increased demand during the past year has been another great  
tribute to its sterling worth. Leading Architects and Builders are specifying it  
more than ever, and it has been selected for use in a great many of the leading  
public buildings such as The Tower of London, The Royal Mint, The Royal  
Hospital, Chelsea; The War Office, The Admiralty, The National Gallery, The  
British Museum, The General Post Office, The Offices of Woods and Forests, etc.,  
and in Buckingham and St. James' Palaces.

While a description of Hall's Distemper is no doubt superfluous, we beg to  
remind Architects, Builders, and Household of the following special points—

It is made in two qualities—The Inside quality is the modern scientific  
substitute for wall-paper; it makes a more artistic, practical, and healthier wall  
covering altogether.

The Outside quality is fully weather resisting, it can be used on wood work,  
iron work, brick work, stone, etc., and can be painted or varnished.

Hall's Distemper no doubt owes a great deal of its popularity to its ease  
application and great covering power, resulting in economy in both material and  
labour costs—1 cwt. will cover double the surface of 1 cwt. pure white lead, and  
it dries evenly, overcoming the difficulty of obtaining a uniform finish on  
plain walls.

There is no wall covering so hygienic as Hall's Distemper. It contains a  
powerful germicide, and when applied it is instant death to all insect life. It is  
washable after three weeks by being lightly sponged with warm water.

Special Note.—Hall's Distemper should not be confused with the  
many so called Washable Distempers now offered for sale, nor with that class of  
material which requires elaborate preparation of walls. Hall's Distemper is a  
unique preparation with entirely distinct advantages, and is made only by Sissons  
Brothers & Co., Ltd., Hull, and London. Sole Agents for South China—

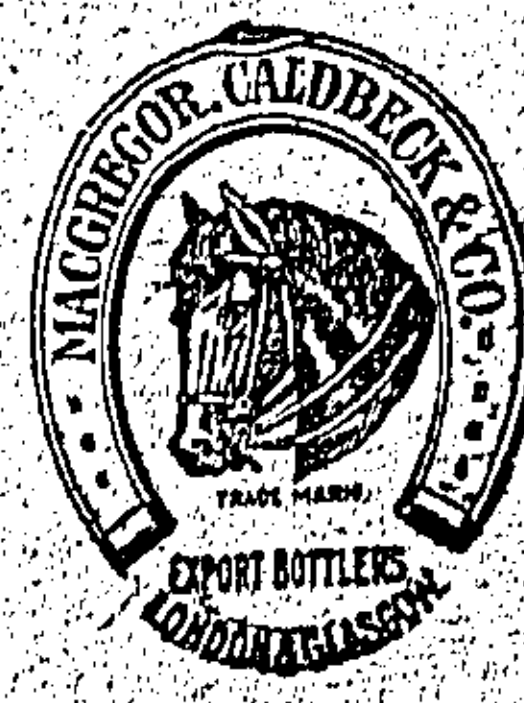
WILLIAM C. JACK & CO., LTD.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

THE WELL-KNOWN HORSE HEAD BRAND.

BASS'  
ALE.

GUINNESS'  
STOUT.



SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

ESTABLISHED 1864



## Intimations.

**G. FALCONER & Co.**

LIMITED.  
WATCH-MAKERS AND JEWELLERS.  
Telephone No. 963.

**HOTEL MANSIONS.**

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION-PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**

Nos. 47, 48, and 49, CONNAUGHT ROAD CENTRAL.  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Ho Kong, August 12, 1908. 1788.

**MEE CHEUNG & CO.,**

ART PHOTOGRAPHER, ICE HOUSE LANE.  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs.  
CAMERAS FOR HIRE. 1788.

**WING ON Co.,**

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.  
HAVE JUST RECEIVED NEW SHIPMENTS OF  
Drapery, Grocery, Ironmongery, Crockery, Glass and  
China Ware, Furniture, Watches & Clocks.  
The Cheapsness and quality of their Goods have no equal.  
205-213, DES VŒUX ROAD CENTRAL. (Trans pass the Door).  
107 & 108, CONNAUGHT ROAD CENTRAL.  
Telephone 189. 772.

**J. ULLMANN & CO.**

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of  
HIGH CLASS JADE AND CHINESE-MADE  
JEWELLERY  
SOUVENIR-SPOONS.  
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.  
Prices right.

**Weismann, Limited.**

Bakers, Confectioners, Caterers,  
Restauranters

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

**MATHEUS MUELLER**

'BRAND EXTRA'  
SPECIAL CHAMPAGNE  
Purveyors to H. I. M. the Emperor of Germany and  
14 other REIGNING houses.

**A. C. MEUKOW & Co.**

COGNAC CHARENTE.  
FINE CHAMPAGNE BRANDY.  
GRANDE CHAMPAGNE BRANDY 1858.  
GRANDE CHAMPAGNE BRANDY 1842.

As Supplied to  
NORDD LLOYD, HAMBURG-AMERIKA LINE, MES-  
SAGERIES MARITIMES, LEVANTE LINE, SHIRE  
LINE, KOSMOS LINE & CITIZEN LINE of Steamers  
and others. At many highly important Barquets it is  
the only brandy served.

BUMANN AND BEBLINGER,  
15, 16 & 17, Connaught Road.

Telephone No. 427.

Hongkong, May 9, 1908.

**THE CHINA MAIL, LTD.**

INDENTURES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPE-  
CTUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,  
5, Wyndham Street.

European Supervision

Moderate Prices

## Intimations.



**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)

**COAL DEPARTMENT.**

SOLE PROPRIETORS OF TAKA-  
SIMA, JOHJI, MUTABE, HOJO,  
KANADA, NAMAZUTA, SANO,  
SHINNEW and KAMIYAMADA  
Collieries.

SOLE AGENTS FOR KISHIDAKE  
COAL.

HEAD OFFICE: TOKYO.  
BRANCH OFFICES:—  
Nagasaki, Moji, Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, Hankow.

For Addresses for above: "IWASAKI."  
Coden:—A1, ABO 5th Ed., Western Union.

**AGENCIES:**

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonald & Co.

SINGAPORE: Messrs Borneo Co., Ltd.

For particulars, apply to

H. OISHI,  
Manager,  
No. 2, PATERSON STREET,  
HONGKONG.  
Hongkong, January 9, 1908. 818.

CHINA SUGAR REFINING CO.,

LIMITED.

NOTICE.

THE THIRTY-THIRD ORDINARY

ANNUAL MEETING OF THE SHARE-

holders of the above Company will be held

at the Office of the General Agents,

Pedder Street, on THURSDAY, the

16th March, at Noon, for the purpose of

receiving the Report and Statement of

Accounts for the year ending 31st Decem-

ber, 1910.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 3rd to 16th

March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Agents.

Hongkong, February 24, 1911. 275.

LUZON SUGAR REFINING CO.,

LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY

ANNUAL MEETING OF THE SHARE-

holders of the above Company will be held

at the Office of the General Agents,

Pedder Street, on THURSDAY, the

16th March, at 12.30 P.M., for the purpose of

receiving the Report and Statement of

Accounts for the year ending 31st Decem-

ber, 1910.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 3rd to 16th

March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Agent.

Hongkong, February 24, 1911. 276.

HONGKONG GENERAL CHAMBER

OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING

OF THE MEMBERS OF THE Hongkong

General Chamber of Commerce will be held

on MONDAY, the 20th March, 1911,

at 4 o'clock P.M., precisely, in the Old

Chamber of Commerce Room, CITY

HALL, for the following purposes:—

(1) To receive the Report and Accounts

of the Committee for the year ended

31st December, 1910.

(2) To elect a new Committee.

(3) To transact any general business.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, March 11, 1911. 355.

THE CHINA-BORNEO COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY YEARLY

MEETING OF SHAREHOLDERS OF

the above Company will be held at the

COMPANY'S OFFICE, St. George's Building,

**Hongkong Steel Foundry Company.****SPECIALISTS**

to the Manufacture of

Best Cast

Steel

Castings.

Every Description of Castings for

**Shipbuilders, Engineers, Railways,**

**Machinery**

High-Grade  
Castings.

**GORDON & Co.,** General Managers,  
Hongkong.

**ST. PAUL'S COLLEGE.**

Address by His Excellency  
the Governor.

As already reported in the China Mail  
on Saturday evening the foundation stone  
in connection with a new building, com-  
prising class-rooms and a college chapel, to  
meet the increasing demands of pupils at  
St. Paul's College, was laid by His  
Excellency the Governor.

After prayer Bishop Lander spoke as

follows:—Before calling upon Your Excel-

lency to speak, it may be convenient if I

make a brief explanatory statement. For

years past the limited space for a school

adjoining my house has been used as a train-

ing college for Chinese Christian catechists

and schoolmasters. Two years ago, the

Rev. A. D. Stewart, then assistant to the

Rev. A. G. Bumbury, opened a small Anglo-

Chinese school as an auxiliary to St.

Stephen's College. Since then the Diocesan

Training College has been moved to Can-

ton, where I am building a large college.

Immediately the class-rooms here

were filled by the Anglo-Chinese scholars

who have overflowed into my dwelling

house. I cannot any longer spare these

portions of my house, but I offered to con-

sent to new school rooms, in conjunction

with a new chapel, being erected on this

land to give facilities to the Church-Mis-

sionary Society to carry on a moderate

sized day school here, provided the Chinese

friends would find the money for the

erection of a suitable building. The Hon.

Dr. Ho Jai and a strong committee of

Chinese gentlemen promptly took the

matter up, and having received the hand-

some donation of \$5,000 from an

illustrious old pupil, H.E. Dr. Wu

Ting Fang, they soon raised sufficient

money to justify the preparation of

plans by Messrs Leigh and Orange.

Meanwhile the Chinese congregation to

whom I am at present lending my private

chapel on Sunday mornings, earnestly

desired a larger building, so they and some

European sympathisers have given their

contributions to the common-building fund,

and the result is that an up-to-date school

is being provided for about 150 days scholars

with an upper floor that will serve as a

chapel for the scholars and a church for

the congregation. I say for day scholars

because I am not able to provide accom-

modation for boarders, except possibly in

one or two exceptional cases. Happily St.

Stephen's College meets this need. Nor

can I find quarters for the Chinese masters.

But I am doing so for two English masters.

I am glad that the foundation stone will

for all time bear the name of a Governor

who has done so much for education in

this colony, and I propose to erect, inside

the building, tablets bearing the names

of those gentlemen who have contri-

buted large donations to this scheme,

which will cost, without furniture, at

least \$25,000, of which the treasurer,

Mr. Yung Kin Pong, informs me that

upwards of \$20,000 has been provided.

That we have so speedily reached this

stage of the work is a striking testimony

to the liberality of the Chinese and their

confidence in the Church of England and

Church Missionary Society, and it is a

splendid memorial to the zealous work of

the Rev. A. D. Stewart and his colleagues.

One of the boys then presented His

Excellency with a silver trowel. On be-

half of the other boys of the school he said

the keen interest which is felt in educa-

tional matters by the Chinese in this colony,

and on the other hand it shows that this

colony is now emerging from the condition

of State aided institutions to that of inde-

pendent bodies, willing to pay for value

received. I must point out to you that

the large and able staff which will control

and educate the pupils in this school cannot

be paid for by the fees of the institution.

It is largely composed of men of the

Church Missionary Society, who have

given their services in order to promote

education. In this particular, both St.

Stephen's and St. Paul's will have a marked

advantage over many other institutions in

the Colony. I note in your prospectus

that fees are laid down for boarders, but

from what His Lordship the Bishop has

just said I am afraid you will not be able

to find space for boarders in this school

at present. I sincerely hope that

some time in the future that difficulty

may be solved, possibly by building

a new residence for His Lordship,

so that you may follow the example

of St. Stephen's, and have boarders

as that excellent institution. I hope that

all boys who are willing to accept the re-

ligious and moral instruction offered in this

school, whether they are the sons of Chi-

nese Christians or not, will be admitted. I

will not detain you with a long speech, as

it is unfortunately raining, but I wish this

the youngest of our schools, a most success-

ful future. To you, sir, and your staff, I

express the wish that the results which

you achieve in this school may be a

reward for the devotion which has

brought you from your own country and

your own relatives to work for the Chinese.

I hope the students will gain distinctions

in education and athletics among the

schools of the colony. To the parents and

to those who have promoted this school I

hope that St. Paul's will realise your best

anticipations, and that the boys who are

turned out from this school will not only be

well educated, but that they will be the

best type of Chinese gentlemen, with high

characters and high standard of life. I wish

you all hearty success in this project, which

you have inaugurated to-day. (Applause.)

AN EXCELLENT LINIMENT.

EVERY family and especially those who











### His Britannic Majesty's Ships on the China Station.

Class.	Tons.	Guns.	I.H.P.	Commander
--------	-------	-------	--------	-----------

Ward	Hongkong
B. Kiddle	Shanghai
West	Hongkong
B. G. Washington	Shanghai
Dr. E. H. Donovan	Shanghai
Lynes	Shanghai
Smith	Hongkong
R. Veale	Shanghai
	Hongkong
Nicholas	Hongkong
B. J. D. Guy, V. C.	Hongkong
n. Monroe	Hongkong
Dr. Heathcote	Hongkong
Dr. John Farquhar	en route Sui F'ien
T. J. S. Lyne	Yangtze
Learnmonth	Hongkong
oy	Hongkong
Power	Saigon
G. P. Leith	West River
E. P. Hunt, D.S.O.	Hongkong
n. C. H. Woodward	Yangtze
L. Lambe	Hongkong
C. A. O. Douglas	West River
E. J. Southby	West River
J. M. Barker	Yangtze
J. Trillo	Hongkong
re C. J. Eyres	Hongkong
n. B. R. Brooks	Yangtze
R. M. B. Hamilton	Shanghai
n. H. D. Adair-Hall	Hongkong
R. Hancock	Hongkong
mds. G. B. Hartford	Hongkong
	West River
n. M. H. Wilding	Upper Yangtze
G. G. F. A. Mulock	Upper Yangtze
ander-in-Chief.	
Japan Station.	
ius.	Last report at
red Cicoll	Amoy.
rtmand	Saigon
tzons	Saigon
er Badin	Saigon
Estienne	Canton
	Saigon (Reserve)
Gervais	Saigon
Linaires	Saigon
	Saigon
	Saigon (Reserve)
ombut	Saigon
	Haiphong.
	Haiphong (Reserve)
	Saigon (Reserve)
Larris	Saigon
ragot de Touche	Saigon
eron	Saigon
la Roche Keranderson	Saigon
de Maindreville	Upper Yangtze
esch	Tongku
Mortanoli	Hongay
orris	Saigon
roust	Saigon
riob	Saigon
	Yangtze
	Saigon (Reserve)
	Hongay
ihel	Cap St. Jacques
iscall	Canton
ollerthun	Tsingtau
Uslar	Amoy
Mersmann	Shanghai
rysing	Shanghai
hroeder	Hongkong
Bendemann	Hongkong
urgert	Ponape
ient. Jantzen	Yangtze River
trift	Amoy
ient. Heyden	Shanghai
Kobke	Shanghai
Luppe	Tsingtau
ient. Graf Dohna-Schlodien	Canton River
ient. Kautter	Shanghai
asnovos	Shanghai
latta d'Oliveira	Macao
Carvalho Brandao	Hongkong
Canha Lima	
J. M. Murray	Cavite
Clarence S. Williams	Cavite
E. S. Root	Manila
Robt. W. Cabaniss	Manila
Stuart W. Calk	Manila
L. N. McNair	Manila
John D. McDonald	Amov
Hugh Rodman	Cavite
F. J. Fletcher	Cavite
C. S. Graves	Cavite
Dr. William D. Brotherton	Cavite
R. R. O. Bider	Yangtze River
J. W. Schoenfeld	Cavite
C. A. Woodruff	
E. D. Whorter	Cavite
Robt. V. Lowe	Cavite
ander H. A. Bigham	Cavite
William G. Miller	Cavite
Joseph L. Jayne	Manila
George C. Pegram	Cavite
J. C. Van de Carr	Cavite
Charles M. Fahn	Cavite
N. H. Goss	Yangtze River
Henry M. Jensen	Cavite
R. C. Smith	Yangtze River
W. A. Edgar	Hongkong
Asiatic Fleet.	
Asia Station.	
ence Indo-China.	

**PERFECTION**

**JEYES FLUID**

**SOLE AGENTS,**  
**W. G. HUMPHREYS & C.**  
**SAME BUILDINGS.**  
**Hongkong, May 18, 1904**



## A. S. Watson &amp; Co., Ltd.

ESTABLISHED AD. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,  
ALEXANDRA BUILDINGS.

## S. MOUTRIE &amp; CO., LD.

NEW SAMPLE RECORDS.

JUST RECEIVED.

5811 I'm Looking for a Nice Young Fellow.

5812 My Dreams (Test).

5813 Winter (Bryan-Gumley).

5814 Merry Wedding Bells.

5815 Sweetness.

5816 Universal Peace.

5817 Song of the Soul.

5818 Gems from 'The Three Twins'.

5819 Gems from 'Pirates of Penance'.

5820 Somebody Else, It's Always Somebody Else.

5821 Watermelon Melody.

5822 The Rest of the Week She's Mine.

5823 McCarty's Old Tomatoes.

5824 That's the Fellow I Want to Get.

5825 The Coldest Doctors.

5826 A Cheer Up My Honey.

5827 I'd Rather Be a Minstrel Man Than a Multi-Billionaire.

5828 New Morn'g Hay-Barn Dance.

5829 A Dream Face.

5830 Eileen Ahanna.

5831 The Moonlight, the Rose and You.

5832 After from This, My Love.

5833 A Slip on Your Gingham Gown.

5834 Dreaming in Banbury.

5835 The Sweetest March.

5836 A Beautiful Isle of Somewhere.

5837 Dear Love and Father.

5838 A La Fiancee Waltz.

5839 Dream on the Ocean Waltz.

5840 Italian Street Song.

5841 Gunga Din (Kipling).

5842 Concerto for Harp and Flute.

5843 Ann Springbrunnen (Zubel).

5844 For You Alone, Gd. \$2.00. Enrico Caruso.

5845 A Merry Morning, Gd. \$1.00. Evan Williams.

5846 (1) Moment Musical (2) Tambourin.

5847 Krieger.

5848 Drink to me Only with Thine Eyes.

5849 McCormick.

5850 Answer (Robyn) Evan Williams.

## BIRTH.

LYSSES.—On March 9, 1911, at 2-McGregor Road, Shanghai, to Mr and Mrs J. R. LYSSES, a daughter.

## MARRIAGE.

COHEN-ELIAS.—On Wednesday, March 8, 1911, at Shewah Israel Synagogue, Shanghai, MAYOR MOSHE COHEN, of Jacob Sassoon Mills, Bombay, to LIZA ELIAS.

## DEATH.

PRESTON.—On March 8, 1911, at the General Hospital, Shanghai, JAMES PRESTON, Purchaser, Chief Engineer China Merchants' S.S. Co., aged 71 years.

## MEMOS FOR TO-MORROW.

3.45 p.m.—Sanitary Board Meeting.

5.15 p.m.—Hongkong Club's General Meeting of Members in Club House.

9.15 p.m.—The Police at Theatre Royal, City Hall.

## General Memoranda.

THURSDAY, March 16:—

9.15 p.m.—Meeting of China Sugar Refining Co., Ltd.

12.30 p.m.—Meeting of Lazon Sugar Refining Co., Ltd.

2.45 p.m.—Licensing Board Meeting.

FRIDAY, March 17:—

9.15 p.m.—Lecture at Union Church Literary Club by Mrs W. J. Williams, B. Litt.

SATURDAY, March 18:—

First Action Meeting in Hongkong.

MONDAY, March 20:—

4 p.m.—Annual Meeting Hongkong Chamber of Commerce.

9.15 p.m.—Lady Lugard at Home at Government House.

## The China Mail

HONGKONG, MONDAY, MARCH 13, 1911.

## THE FUTURE OF MANCHURIA.

It was only to be expected that the

National Review should take a

strong position regarding the future

of Manchuria. Like all advanced

Chinese politicians, our contemporary

is fully aware of the vast potentialities

looked up in that favoured land, and

apart from Mukden, its provincial

capital, being the birth place, or

cradle of the dynasty at present

ruling over China, and thereby making

it very precious in the eyes of the

Manchus, it sees cause for alarm

in every step now taken by Japan

or Russia in that region. The

National Review, we regret to say,

has not been slow in attributing most

unworthy motives to both Powers in

the action they have taken in, combat-

ing the present outbreak of

plague, but perhaps it may be partly

forgiven on the ground of a narrow

patriotism which it will in time

outgrow. But this question aside,

we are quite with it in its desire

to see China's sovereignty restored

within the Province. The only thing

is that we do not quite see how it

is to be brought about so long as the

railways are in alien hands. China is

herself to blame for the present con-

dition of affairs. Flattered in Korea

by the superior political wisdom

of the Japanese, she invited Russia

down from the North to restore

what she fondly imagined to be the

balance of power. She had, how-

ever, but admitted a wolf to the

sheep-fold and to-day she stands

trembling before the possible entire

deprivation of the whole province.

The National Review sees an exit

from the dilemma by taking heroic

measures and facing the problem

seriously. It says:—

We have all along advocated a

strong forward policy in Manchuria,

a policy with a double purpose and of a double aspect. Our purpose is purely political. We have urged that the Government should send to Manchuria the very best of her administrators, trained on modern lines and thoroughly acquainted with Western forms of constitutional government, in order that they might establish in the threatened territory all the machinery of administration, all the institutions necessary for the preservation of perfect law and order. This would prevent the interference of either Russia or Japan on the pretext that the country was badly administered. At the same time the economic development of the country should be the object of the utmost solicitude on the part of the Government. Here is a country which with a narrow strip of Eastern Mongolia, is capable of supporting by its agricultural products alone the entire four hundred millions of China's inhabitants. Yet the country has less than twelve, possibly less than ten, million inhabitants—twenty-four to the square mile. The inducement thus offered by an empty country is almost irresistible, especially to the growing population of Japan, and the Japanese Government will take the flimsiest excuse for the colonization and annexation of the country.

Our contemporary justifies its alarm concerning the future of Manchuria by translating from the *Uro fozzi* (Morning of Russia) a letter written by an Orientalist who frankly declares that as Japan is preparing to annex South Manchuria, therefore there is no reason why Russia should not annex Northern Manchuria. If Japan shall consider this acquisition of South Manchuria necessary for her, to complete the annexation of Korea, then the annexation of Northern Manchuria by Russia will be almost a matter of course, as this part of Manchuria is necessary for the Russians, because it is the granary for the whole Amur region, to which it supplies corn, meat and other agricultural products annually to the amount of 20,000,000 roubles. It is interesting to note that the annexation of Northern Manchuria is regarded by the Society of the Russian Orientalists at Harbin, as necessary. The Society of Russian Orientalists at Harbin was formed a little over a year ago, and consists chiefly of Russian officials, mostly graduates of the Institute of Oriental Languages at Vladivostok, and the Society itself is supported, both morally and financially by the Russian Government. Hence it follows that the talk of annexation is not merely the vague frothing of timorous Chinese minor officials, but a serious question in the highest official Russian circles.

A good deal of water will run under the bridges ere such a thing is brought about, we imagine, for the strength of Young China is growing daily and the annexation of one of the wealthiest provinces of the empire would be a far riskier thing to-day than it was, say in the days of LI HUNG-CHANG, who first betrayed his country to Russia.

## NEWS OF THE DAY.

H.M.S. Minotaur has gone into the Naval Yard dry dock.

Mr E. R. Hallifax, at the Magistrate's morning, sentenced seven Chinese to one month's imprisonment each, for being rogues and vagabonds.

A warrant of appointment has been granted by His Majesty the King to Liebig's Extract of Meat Co., Ltd., makers of Lenco, Oxa, etc.

The Chinese Engineering and Mining Company, Limited, report that the total of the Company's three mines for the week ending 25th February amounted to 25,845, 18 tons and sales during the period to 25,845, 12 tons.

In addition to 10 cases of small-pox there were two cases of diphtheria (one British and one Chinese) and one case of enteric fever notified in the Colony just week. The fever case, which was imported, proved fatal, as did seven cases of small-pox.

The S.S. Quito, which arrived on Sunday under the command of Captain Alex James, from Seattle, had a very stormy passage across the Pacific. Great north-westerly gales were encountered in crossing and considerable damage was done to the deck erections. Fine weather was experienced from Japan.

## THE SIEGE OF DES VUEUX ROAD.

FOKI DEVELOPES HOMICIDAL MANIA.

Terrible Wounds Inflicted on Innates.

A very terrible and gaily affair, more after the fashion of the recent siege of Stoney, occurred about 4 o'clock on Sunday morning, at the Wa Suen boarding house, No. 218 Des Voeux Road, almost opposite Sincere's store. For the time being the affair was of a most sensational character and it resulted in the death of three men while eight others are severely injured and some are not expected to recover.

It appears that a foki, who had previously been employed at the boarding house, returned and was staying there, when, without any warning he suddenly developed homicidal mania and began chopping to pieces all with whom he came into contact. The inmates, at that time in the morning, were, of course, all asleep, and apparently the master was the first man on whom he vented his fury. When he was finished with the master the latter was in a terrible state. One foot was almost severed, while the calf of the left leg was completely stripped, the knee being badly hacked and the thighs bore deep gashes which were frightful to behold. Besides great injuries were inflicted on his head which was cut open right from the left eye to the base of the skull. There were numerous other injuries which only too well gave evidence of the dastardly work of his assailant.

Death must have been very sudden for the master seems to have been killed in his sleep as he was so badly injured that there does not appear to have been any attempt made to ward off the blow.

Another inmate happened to wake up and seeing what was taking place made a dash for the door but before he got it open the maniac had dealt him some eleven or twelve blows. However he managed to get outside into the street with the foki after him brandishing the two choppers which he held in his hand when the progress of the latter was interrupted by the plucky efforts of a district watchman who got hold of him. Then the madman commenced to attack the district watchman who received two nasty wounds on the side of the head. Nevertheless he still gallantly clung to his quarry. The chopper once more descended with deadly aim on his shoulder but fortunately it grazed his arm and only tore the sleeve of his uniform. The foki escaped from the custody of the district watchman and the third for blood having got complete hold of him he went back to the boarding house to continue his gaily work. Here he attacked all and sundry with the result that ten other men were frightfully cut up almost beyond recognition. Right and left the murderer appears to have slashed on all parts of the body and head, and in fact all were frightfully mauled. The remainder of the inmates were simply in a panic and did not know what to do. Shrieks and groans rent the still morning air as the maniac continued on his mad career from room to room. One youth of the age of sixteen years, had a miraculous escape. Meeting the maniac in the passage he somehow managed to repel the force of the blows as the two choppers were about to meet on either side of his neck and turning quickly he ran upstairs and locked himself in a small room and blew out the light. He was seen from further below by the noise, shrieks and groans and attracted a large crowd of Chinese and some Europeans to the spot and the police were not long in arriving. The gravity of the situation was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

For a long time the foki resisted the efforts of the police to effect his capture. Every inducement was held out to him but in vain. Then the house was entered. Loading from the street there is a large room with a narrow passage on the right, which leads to a small courtyard with the cook-house beyond. Sentries were posted at the entrance of the passage and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

The foki was immediately telephoned to the Central Police Station and a force of some twenty European policemen and about twenty Indians, all armed, quickly took up the positions



(Copyright.)

AMERICA AND MEXICO.  
SITUATION BECOMING ACUTE.

Does it mean War?

(Reuter's Service to the China Mail.)

London, March 13.

A message from New York states that the Mexican Government has decided to suspend constitutional guarantees throughout the Republic.

Four American warships have been ordered to visit Mexican ports, under circumstances which indicate that they will be virtually engaged in patrolling the coast.

Don Llanos, the Minister of Finance, interviewed at New York, said that when an armed force crosses the border of a neighbouring Power without invitation or permission it means invasion and occupation, and that means war.

## A SHANGHAI LIBEL ACTION.

## MUNICIPAL COUNCIL RECRIMINATIONS.

(From Our Own Correspondent.)

Shanghai, March 13.

The libel action brought by Mr. W. E. Lovison, Secretary to the Municipal Council, against Mr. Herbert D. Hutchison, a former member, in connection with a letter which the latter wrote to the "North China Daily News" on January 6th last was commenced to-day before Sir Haviland de Saumarez and a jury.

Great interest is being manifested in the case.

[Note.—The letter referred to dealt with Mr. Hutchison's reasons for resignation from the Council. He characterized certain proceedings as irregular and highly reprehensible, while he also reflected on the competence of the Secretary in severely critical terms.—Ed. C.M.]

## PRINCE ADALBERT BETTER.

(Reuter's Service to the China Mail.)

London, March 12.

The condition of Prince Adalbert of Prussia, who was recently seized with appendicitis, is quite satisfactory. The Emperor and the Empress have returned to Berlin.

## THE BAGDAD RAILWAY.

## PROSPECTS OF AN ANGLO-GERMAN AGREEMENT.

(Reuter's Service to the China Mail.)

London, March 11.

The Berlin Conservative newspaper, "Kreuz Zeitung," commenting on the Bagdad Railway situation, says that if England's principal concern is to exclude a foreign sea power from the Persian Gulf, then, as Germany's interests are purely commercial, it ought not to be impossible for an Anglo-German agreement to be reached doing justice to England's special position.

The Post says that the negotiations between Turkey and the Bagdad Railway Company have resulted in an agreement regarding the Gulf section.

An understanding, offering a basis for negotiations with Great Britain, will shortly be reached.

## YUAN SHI KAI.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Yuan Shi Kai has wired to Prince Ching referring to the difficulties of intercourse between Russia and Great Britain and sets forth several suggestions.

A secret telegram has been sent to Yuan Shi Kai, care of the Governor of Honan, by the Wai-Wu-Po.

## THE LATE AMBAN OF TIBET.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Wan Tsun Yan, the late Vice-Amban of Tibet, has been sent for by the Wai-wu-po, but was unable to go on account of sickness.

## BANDITS IN YUNNAN.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Li Ching Hsi, Viceroy of Yunnan, has reported the presence of bandits east of Yunnan and requested that trained body of a good troops be selected and despatched to the important stations in his Province.

## A REMEDY WHICH NEVER FAILS.

DIALYRHOEA should be cured without loss of time and by a medicine which like Chamberlain's Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It never fails, and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

## ENGINEERS' AND SHIPBUILDERS' INSTITUTE.

## The Annual Dinner.

The new lease of life which has been entered upon by the Institution of Engineers and Shipbuilders of Hongkong lent an additional element of success to the annual dinner which was held on Saturday night. The large assembly of members and friends was most gratifying and a happy time was spent. The event took place in the new ball-room of the Hongkong Hotel which lent itself admirably to such an occasion. The new President of the Institution (Mr. R. M. Dyer) was in the chair, and amongst the large company there were present the Hon. Mr. Henry Kewick, Messrs T. F. Hough, A. Forbes, H. P. White, R. Sutherland, D. Macdonald, W. C. Jack, J. Findlay Miller, J. Orniston, A. Sinclair, R. Baker, P. S. Jamieson, and many others.

The loyal toast having been musically honoured, the Chairman introduced Mr. Kewick and referred to the fact that he was soon leaving Hongkong to represent the Colony at the Coronation.

THE TOAST OF THE EVENING.

Hon. Mr. Kewick then submitted "Engineering and Shipbuilding Industries of Hongkong." He referred to the fact that he had that afternoon been out sailing from the Yacht Club. The day was a bad one and there was a pretty stiff breeze blowing, so that the boats out had a pretty hard time of it. He followed the races with much interest and at the finish the winning boat was leading from the second by only one second. Those who were interested in shipbuilding and engineering would probably wonder why he was "telling" them about yacht races. Well, it gave him an idea which he thought he could use in addressing them that evening. It was evident to him when these men were sailing that they were getting the better of the forces of nature. They were sailing against the wind and sea and by their skill and knowledge and operations they were subduing those forces to their uses and were getting on with their job.

(Applause.) Now, that was exactly what shipbuilders and engineers were constantly doing. He knew something about ships. He had travelled much on the sea and he was always full of admiration for the men who had produced such marvels of ingenuity and skill as the modern steamship. Men who belonged to the engineering profession ought to be exceedingly proud of themselves but he could assure them that they were not nearly as proud of themselves as laymen were of their magnificent achievements. He knew them to be as keen on their work as they were in their play. He had always found that the man who was good at his work was good at his play also; the two things went together. This Institute had been formed for the purpose of bringing the men of the profession together for the purpose of amusement, as well as of education. They had opportunities to exchange thoughts on the new ideas that were constantly being ventilated in the profession—little innovations, incomprehensible perhaps to the average layman, but of much interest and value to members of the profession—and they had opportunities of listening to papers prepared by experts in the various branches of engineering service. He had been struck by the fact that they had as a motto the word "Ubiquity"—meaning "everywhere"—"all over the place." It happened to be his own motto also, and when he, as a small boy, asked his father what it meant, he said, "Aye ready!" Most engineers were Scotsmen, and, as they knew, Scotsmen were "aye ready" for anything in the engineering line. (Applause.) In conclusion, he assured the members that he and all their guests wished every prosperity to the Institution of Engineers and Shipbuilders in Hongkong. (Applause.)

MODERN ENGINEERING ACHIEVEMENTS.

The Chairman, in responding, said:—Gentlemen,—It is just one year since I had the honour of addressing you in reply to a similar toast. Will you please again have patience with me for a few minutes? It has been said that the crowning glory of the engineer is in having given to him the power to utilize the elemental forces of nature for the benefit of mankind. On an occasion of this kind, and under the auspices of this institution, it seems fit and proper that I should, for a time at any rate, the more material considerations which in these days occupy so much of our thoughts—let us do so—and consider calmly and philosophically what we and our professional brethren over all the world are doing to realize the highest ideal of our craft. Perhaps in marine work the greatest progress has been made. The problem of economically propelling ships is one of commanding interest and deserves our continual attention; and it is also a problem, gentlemen, which you all know has not yet been by any means solved to perfection. In steam engineering, combinations of the rotary and the reciprocating engine have been tried, with encouraging results; which results are sufficiently good to lead us to hope that the cost of running large steamers of moderate power will be considerably reduced, and this, mark you, with increased efficiency. The building of internal combustion engines of high power has made considerable progress, and to-day we hear of four steamers, each of 5,000 tons burden, being built (one on the Clyde and three on the Continent), all of them being fitted with this propelling agent. With these steamers it is estimated that 100 tons of oil will take the ship as far as 300 tons of coal, and that the space necessary for oil will be only about one-fourth of that required for coal. Thus it seems possible, with the opening up of new

oilfields in various parts of the world, and the sure and constant supply of cheap fuel that this new type of engine will bid fair to supplant, to a certain extent, anyway, the existing steam engine. The great development of the smaller and lighter internal combustion engine also has led to the possibilities of the aeroplane and hydroplane, both of which have seriously occupied the attention of the inventor for many years, but were never before made of practical value. In naval architecture we hear of battleships fifty feet longer than the Dreadnought, which is not yet five years old; of a new Canadian 830 feet long and of 40,000 tons measurement. It is rather interesting to compare this mammoth with the Comet, the pioneer passenger steamer, built in 1811, exactly 100 years ago, which little boat was only 40 feet long and carried 40 passengers. Here in China even we see great developments in railway engineering which are already of great benefit in opening up the country between here and Peking. The Chinese themselves are daily realizing more and more the advantages of communication and the benefits of rapid transit for their goods, all this showing again the necessity for each one of us to seize every opportunity that offers for opening up new connections in our profession. Outside the sphere of engineering, which pertains more particularly to the art of locomotion, we find a field of ever widening magnitude—a field to which our best scientists are giving their brains and their energy. This field, gentlemen, is that of labour-saving appliances. We have been long discussing the chiming of stairs and prefer the easy lift. We seldom walk if an electric tram, a motor car, or a bicycle is available. There is no need for the poor laundrymen to sweat over cuffs and collars in this climate. It is all done by machinery. Before long we may hope to see the paddy fields of China turned up by the motor plough and the ripened crop secured by the motor-driven reaping machine. Our clothes and our boots and shoes give evidence of wonderful mechanical devices in their manufacture. The very food we eat is not now dependent upon the dusty Diamond for its cooking, for I am told that in the more dilapidated kitchens of our palatial hotels you have only got to press the button and electricity does the rest. These, gentlemen, are only a very few items in this wide field of what we might call domestic engineering, and they call for ability both technical and practical, of the highest order in their production. Time is limited, gentlemen, and I will not impose upon your patience any longer, but do not, however, let us forget amid the streamlines of our daily work our great inheritance, the inheritance handed down to us through the long line of engineers from Watt, from Stephenson, from Rankin, and from Kelvin. Let us endeavour always to remember the higher ideals taught by men of such genius as these. Let us take with us to our workshops and to our engine-rooms a determination to add what little we can to the great works of those who have gone before and from whose teaching and example we have been able to attain our present position. Gentlemen, I wish to thank you all for the opportunity given me of replying to this toast. (Applause.)

KINDERGARTEN SOCIETIES AND GUESTS.

The toasts of "Kindred Societies" and "Our Guests" were entrusted to Mr. J. Findlay Miller. He said there were many kindred Societies, and to several of them important of these they owed a great deal, being guided to a great extent by their methods of working. The publication of the proceedings of these societies contributed in no small degree to the spread of technical knowledge. By means of the papers read by members who had special knowledge of certain subjects all members were benefited. If the Institutions did nothing more than this they would appreciate them; but they were doing more. They brought together in a social way members of the same profession who were not likely to meet each other in the course of their daily business. The Institution of Engineers and Shipbuilders by following on the same lines, showed their appreciation of those methods. Speaking to the toast of "Our Guests," Mr. Miller said they were glad to have so many present and they welcomed them all heartily. They especially welcomed the representatives of several of the most important firms in the Colony, who had honoured the gathering with their presence. Unfortunately, the final arrangements were made rather late, and so they were unable to give as much notice as they would have liked, and as some of the invited guests were already engaged for that night they missed their presence. It was very encouraging to them as an Institute to know that the large shipping and other firms in Hongkong were interested in the progress of the Institute, and the presence of a few of the leading citizens of the Colony was very gratifying as it showed that their interest was maintained. (Applause.)

Responding on behalf of the guests, Mr. R. Sutherland delivered a happy speech full of humor. He said:—"Among the guests are several gentlemen closely associated with shipping interests who will no doubt support my opinion that as boats you are incomparable, but as engineers your handling of consumable stores and lubricants is open to severe criticism. (Laughter and cries of "Oh!") I note, however, the deacons have no patent indicators attached to mark the revolutions. (Renewed laughter.) While we are exceedingly grateful for your most excellent entertainment it is only what can be expected from those who in their early apprenticeship were first taught to make

things run smoothly, and without doubt the great success which has been attained by Engineering Institutions in the East is due to the fact that the members have educated their nose so that a hot bearing in the administration is easily located. (Laughter.) And who but an engineer when necessity arises can so scientifically apply oil to the troubled waters? In the face of such qualifications, gentlemen, I ask you how a gathering like to-night's could be anything but an unequalled success? Personally I have been very closely associated with engineers all my life, and wanted "to see the wheels go round," while still on milk diet, in fact at one time I insisted on entering the profession, and my father seriously considered the question. Somehow or other, however, when it was brought home to me that before I could wear a cap with gold braid and play round with polished wheels, as I had envied others doing, it was necessary in the first place to get up at five in the morning for a few years, and use a hammer and cold chisel for a solid 12 hours a day, this took the gilt off the hat and gingerbread at the same time. (Laughter.) Though my interest in the profession never abated, and I am proud to say that many of my best friends are contrivers of our hosts here to-night. Naturally on such an occasion as this more interest attaches to the good fellows one meets with in China, and as my experience has been more with marine engineers I make that the excuse of containing some of my remarks to that branch of the profession. Unfortunately, for me to recall the dim dark ages of the China coast like some hero to-night could do is impossible; still in 15 years' shipping work at various ports one meets all sorts and conditions of men, many of whom make on one a life-long impression. I submit, gentlemen, that there must be something in the training of those who are in charge of affairs, below deck which is responsible for a curious mixture of long-headedness and dry humour, so much so in fact that in recent years novelists and others have, so to speak, worshipped at the shrine of McAndrew (Laughter). Such men as are dealt with by Jacobs and Catcliffe Hyne, although appearing in fiction, are all drawn from actual living beings, and any one who reads these authors will not have much trouble in realizing why each character sketch is so successful. The secret is that in each case his engineer is a humorist, a philosopher, a pleasant help in time of trouble, and lastly with a marvellously keen sense of duty. As the humorist and philosopher, my old friend Colin Buchanan (now passed away, unfortunately) could have set for the pen picture. Never was there a man who when things were not going well could make difficulties with a joke on his lips like Colin—(applause)—and his oft-repeated injunction "not to let the thing keep you awake at night" was solid comfort. (Laughter and applause.) To find a man who will fill the other qualification, viz., a "pleasant help in time of trouble" with a keen sense of duty, it is only necessary for me to mention your senior member, Mr. Angus Sinclair. (Applause.) His qualifications it is impossible to praise too highly, and if he is a sample of the engineering fraternity of Hongkong, I have no hesitation in saying that the bulk of the cargo will be acceptable anywhere. Personally I look upon him as more than a sample—as an example. (Hear hear.) There is no doubt you are all tarred with the same brush, and Mother Nature when she knocked away the dog-shore and launched you into the world gave you at the same time a good cutting of energy mixed with 50 per cent. of conscientiousness—then taking down a pot labelled "good fellowship" she applied the boot-topping. Now gentlemen, too much of your time has already been taken up, and after thanking the members of the Institute on behalf of the visitors for their hospitality, I cannot refrain from quoting a verse which is very significant of the Scottish engineer's great patriotism. At the outbreak of the Spanish-American War many of the Don's vessels were run by Scottish engineers, who rather than fight against their white brothers, the Americans, resigned their positions—(Applause). One did so in poetry and wrote:

And now, said Spain, I'll lay to gung  
Frue this guid land o' dance and sang;  
So your ain sons I'm greatly fearin  
Mann try their hand at engineering.  
(Laughter and applause.)

WIRELESS TELEGRAPHY.

"The Press" was subsidized by Mr. W. C. Jack, who said the coming of wireless telegraphy into the field would soon enable the local Press to follow the movements of steamers around the coast (applause) and they all looked to the Government to provide receiving and sending stations for the use of the public independent of ships that might be in port (applause).

During the evening an excellent musical programme was contributed to by Capt. Aitken, Messrs R. E. White, Maxwell, Jamieson, and Ivors, Mr. Edwards playing the accompaniment.

S.S. POLYNESIAN ASHORE.

The s.s. Polynesian, which arrived in port to-day under the command of Captain Brimeau, went ashore on January 17 near the entrance of the Port Joliette, after colliding with the pier head. What actually happened is not known but it was very foggy at the time and the force of the impact was so strong that the vessel broke down the pier wall. Most of the passengers lost their balance, as well as a number of sailors, but there was no panic on board.

Enquiries were made to get the vessel off and this was subsequently successfully accomplished. It was found that the ship was not severely damaged. However, it necessitated the vessel going into dock at La Caze. Several of the stem plates were ripped open.

The general opinion is that the Joliette Channel is too narrow for large steamers and the Polynesian went ashore exactly at the same place as the s.s. Mutual, four years ago, owing to a great gale blowing at the time.

WHY PAY  
\$1.75FOR  
NOVELS?

You can read the latest up-to-date Volumes for

20 CENTS.

## WATKINS' CIRCULATING LIBRARY.

No Subscription.

No Membership Fee.

Mario Claire, by Marguerite Audoux.  
The Thousand Secrets, by John Selborne.  
The House of Blight, by Mrs. Coulson Kernahan.  
Greed, by Marie C. Leighton.  
The Other Wife, by Olivia Ramsey.  
Midsummer Morn, by R. H. Forster.  
A Priestess of Humanity, by Mrs. Stanley Wrench.

The Woman Deborah, by Alice and Cando Askew.  
Rosanne, by Algernon Gissing.  
Heart of Gold, by L. G. Moberly.  
Hawtreys' Deputy, by Harold Bindloss.  
The Brand of Silence, by F. M. White.  
The Justice of the King, by Hamilton Drummond.

The Riding Master, by Doll Wylarde.  
Sold and the Other, by Victoria Cross.  
High Water Mark, by Percival Funnell.  
The Little King, by Charles Major.  
Clubs, by Edward Noble.  
Dorinda and Her Daughter, by "Tot".  
The Lesson, by Gertrude de St. Wentworth-James.  
The House of Silence, by Evelyn Everett Green.  
The Disappearance of Nigel Blair, by Florence Vardon.  
The Marriage of Count Malorot, by D. Hugh Price.

VICTORIA SKATING RINK,  
DES VIGUEUX ROAD, CENTRAL,  
Opposite the Central Market.

SESSIONS DAILY  
FROM 9 A.M. TO 11 P.M.  
THE BEST FLOOR.

The agreement with the Hongkong Club having concluded the rink is now open on MONDAYS and THURSDAYS, the same on other days.

Hongkong, November 29, 1910. 1411

THE EDWARD DISPENSARY,  
C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.  
MANAGER:—CHENG KAM MING  
(Late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.  
PURE DRUGS. PATENT MEDICINES.  
PRICES MODERATE.

62a, Queen's Road Central  
Hongkong, February 9, 1911. 194

LUSITANO R. C. GO-AS-YOU-PLEASE RACE.

Under the auspices of the Lusitano Recreation Club the annual go-as-you-please competition was held on Sunday morning, and as usual attracted a large gathering, particularly at the finishing point opposite the Italian Convent. A start was made from Beauty Point, down Park Road, turn to the right at "Li Villa" then to Bonham Road, Caine Road, Upper Albert Road, round Government Offices and Volunter Parade Ground, turn to the right to Garden Road, up to Kennedy Road, down to the Monument and past the road between the Recreation Ground and the Race Course, turn to the right on to the road to Wong-nai-cleong Village, up Wong-nai-cleong Gap to Bowen Road, Albany Road, Caine Road, and end at the Convent Gate.

The first three results were as follows:—1st F. M. da Cruz, 72min. 12sec.; 2nd A. C. Rozario, 77min. 52sec.; 3rd A. F. Baptista, 77min. 55sec.

Those who started included the following:—C. Rozario, F. M. da Cruz, V. Azevedo, N. Maher, V. A. Rozario, A. F. Baptista, A. F. Remedios, C. H. Lopes.

The officials were:—Judges:—Messrs C. M. O. Visim, A. G. de Rocha and C. M. S. Alves. Starter:—A. J. C. V. Roberto. Time Keepers:—Messrs J. O. Remedios and O. F. Rozario. Referees:—Messrs F. X. Britto, J. O. Baretto, P. da Rosa, P. H. Hyndman, J. M. Britto, A. A. Botelho, E. Antonio, A. J. C. V. Ribeiro, O. F. Rozario, J. O. Remedios, and A. A. Botelho.

THE SAME OLD STORY.  
The old, old story, told time without number, and repeated over and over again for the last 37 years, but it is always a welcome story to those in search of health. There is nothing in the world that cures coughs and colds so quickly as Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

HONGKONG—NEW YORK.  
REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

For Freight and further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORT with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE,"

Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
LIGHTNING.....	Mar. 16th	UMZINTO	April 10th.
KUTSANG.....	Mar. 22nd		

For Freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

## UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET.

THE CHEAPEST BECAUSE IT LASTS THE LONGEST.

Inspection Invited.

DODWELL &amp; Co., Ltd., MACHINERY DEPARTMENT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS; and prevents decay.

DODWELL &amp; CO., LTD., Agents.

JOHN &amp; ROBERT HARVEY &amp; CO., LIMITED, ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China for the above Company's

WHISKIES.

DODWELL &amp; CO., LTD.

INVESTED FUNDS Over £2,000.

over £12,000,000. PAID DAILY IN CLAIMS.

THE STANDARD LIFE OFFICE.

\$1,000 Policy for £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life age 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL &amp; CO., LTD., Agents.

THE GIN

'PAR EXCELLENCE'

Distilled from the softest London Water under ideal Hygienic conditions.

SOLE AGENTS:

H. Price &amp; Co., Ltd., 12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, March 9, 1911.



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, KOBE, MOJI AND YOKOHAMA	BORNEO	About 16th (March)	Freight and Passage.
SHANGHAI	DEVANHA	About 17th (March)	Freight and Passage.
LONDON, via SUEZ, PORT SAID, PANAMA, COLON, SAN FRANCISCO	MARMORA	18th (March)	See Special Advertisement.
LONDON & ANTWERP	NORE	About 22nd (March)	Freight and Passage.
PORT SAID & MARSEILLES	PALMA	About 23rd (March)	Freight only.
SHANGHAI, KOBE, MOJI AND YOKOHAMA	PALEA	About 24th (March)	Freight only.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
EMPERESS OF CHINA	EMPERESS OF IRELAND
SATURDAY, 8th APRIL	FRIDAY, 6th MAY
MONTEAGLE	ALLAN LINE
TUESDAY, 18th APRIL	FRIDAY, 26th MAY
EMPERESS OF INDIA	EMPERESS OF BRITAIN
SATURDAY, 29th APRIL	FRIDAY, 16th JUNE
EMPERESS OF JAPAN	ALLAN LINE
SATURDAY, 20th MAY	FRIDAY, 7th JULY
EMPERESS OF CHINA	
SATURDAY, 10th JUNE	
MONTEAGLE	
WEDNESDAY, 22nd JUNE	

\*Empress' Steamships leave Hongkong at 7.00 a.m. and \*Monteagle at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above. The 'Empress of India' and 'Empress of Japan' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. Passengers booked to all the principal ports in Canada, the United States and Europe also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$24.30. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japanese Governments. Full particulars of application from Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. W. S. MONTEAGLE carries only 'One Day' of Saloon Passengers (terminals Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port \$45. Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU &amp; SAN FRANCISCO.

STEAMSHIP	Tons	CAPTAIN	To SAIL
HERCULES	3740	Without	April 8th.
SEATTLE	4400	J. R. Shaw	April 15th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For further rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIYAN	Capt. J. W. Evans	TUESDAY, 14th Mar., at 11 a.m.
HAIYING	Capt. W. C. Cassamere	FRIDAY, 17th Mar., at 11 a.m.
HAIYANG	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 a.m.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIMUN	Capt. A. H. Stewart	WEDNESDAY, 15th Mar., at 11 a.m.
		SUNDAY, 19th Mar., at 10 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

Hongkong, June 23, 1910.

General Managers.

## SWEDISH EAST ASIATIC CO., LIMITED.

## GOEHENBURG.

## PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING

For Freight and further Particulars, apply to

Olof Wijk &amp; Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

## Shipping.

## U. S. MAIL LINE.

## PACIFIC MAIL S.S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
* SIBERIA	18,000 Tons, FRIDAY, 24th Mar., at 1 p.m.
* MANCHURIA	27,000 " SATURDAY, 8th April, at 1 p.m.
* MONGOLIA	27,000 " SATURDAY, 29th April, at 1 p.m.
* KOREA	18,000 " SATURDAY, 27th May, at 1 p.m.
* MANCHURIA	27,000 " FRIDAY, 9th June, at 1 p.m.
* SIBERIA	18,000 " SATURDAY, 24th June, at 1 p.m.
* MONGOLIA	27,000 " SATURDAY, 16th July, at 1 p.m.
* KOREA	18,000 " FRIDAY, 11th Aug., at 1 p.m.

\* Twin Screws. \* Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. SIBERIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 24th March, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120

24 months £135; including Bath and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S. P. & M.S. Service, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

## INTERMEDIATE SERVICE.

China, 10,200 Tons, FRIDAY, 31st Mar., at 1 p.m.

Asia, 9,500 " FRIDAY, 21st April, at 1 p.m.

Persia, 9,000 " FRIDAY, 19th May, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 31st, at 1 p.m.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA First-Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports \$243.

Hongkong to San Francisco \$225.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with

## THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

## AND

## THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA	SEATTLE MARU	6,182	1911
Via NAGASAKI, KOBE			Wednesday, 22nd Mar., Daylight
Via YOKOHAMA			
VICTORIA, B.C. & TACOMA	MEXICO MARU	6,064	Tuesday, 4th April, Daylight
Via SHANGHAI, MOJI, KOBE and YOKOHAMA			

The Co.'s newly built steamers have fair speed. Superior accommodation for

steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels.

Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING & TAKAO	SHINCHIKU MARU	TUESDAY, 14th Mar., at 8 p.m.
ANPING, via SWATOW & SOSHU MARU		WEDNESDAY, 15th Mar., at 8 a.m.
AMOI		SUNDAY, 19th Mar., at 10 a.m.
TAMSWAT & SWATOW & AMOI & DAIJIN MARU		THURSDAY, 23rd Mar., at 8 a.m.
SHANGHAI, via SWATOW & BUJUN MARU		
AMOI and FOCHOW		

Fair speed, Super passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGERS, PRINZESS ALICE			WEDNESDAY, 22nd Mar., at Noon.
GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG		(20,300)	
SHANGHAI, NAGASAKI, KLEIST			WEDNESDAY, 22nd Mar.
KOBE & YOKOHAMA	Capt. O. Pahnke	(17,000)	
MANILA, YAP, ANGAUR, NEW, COBLENZ			SATURDAY, 26th Mar., at Daylight.
GUINEA, BRISBANE, SYDNEY	Capt. H. Regener	(8,750)	
AND MELBOURNE			
KOBE AND YOKOHAMA	PRINZ WALDEMAR	(8,100)	ABOUT TUESDAY, 4th April.
KUDAT AND SANDAKAN	BORNEO		
	Capt. F. Semblil	(5,050)	End of March.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Teletypewriter.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS &amp; CO.

General Agents, Hongkong &amp; China

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

## (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SANDAKAN	MAUSANG	TUESDAY, Mar. 14, at Noon.
MANILA	YUENSANG	SATURDAY, Mar. 18, at 2 p.m.
SHANGHAI, KOBE AND MOJI	FOUKSANG	MONDAY, Mar. 20, at Noon.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	WEDNESDAY, Mar. 22, at Noon.

## RETURN TOURS TO JAPAN. (Occupying 21 days):

The steamers Kutsang, Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

## CHINA NAVIGATION CO., LD.

## CHINA.

## SAILINGS SUBJECT TO ALTERATION:

FOR	STEAMERS	To SAIL
HONGKONG & HAIPHONG	SUNGKIAN	Mar. 14, at Noon.
MANILA, CEBU & ILOILO	TASHING	Mar. 14, at 4 p.m.
SHANGHAI	ANTRI	Mar. 16, at 4 p.m.
TSINGTAU & NEWCHOW	SHANAI	Mar. 17, at 4 p.m.
SHANGHAI	CHENAN	Mar. 18, 11th night.
TSINGTAU, ZAMBOANGA and USUAL AUSTRALIAN PORTS	TAIWAN	Mar. 20, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER. Twice Weekly

S.S. "LINTIN" and S.S. "SANGU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinghai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 84.

## NIPPONYUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takada, Tons 7000	WEDNESDAY, 15th Mar., at Daylight.
	KANAGAWA MARU, Capt. C. H. Butler, Tons 7000	THURSDAY, 23rd Mar., at Daylight.
	HIRANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 29th Mar., at Daylight.
	INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 28th Mar., at Noon.
	TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 29th Mar., at Noon.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 25th Mar., from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakine, Tons 6000	FRIDAY, 17th Mar., at Noon.
	NIKKO MARU, Capt. N. Yagi, Tons 6000	FRIDAY, 18th Mar., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. J. Tennaka, Tons 6000	WEDNESDAY, 15th Mar.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 15th Mar., at Noon.
KOBE & YOKOHAMA	KAMO MARU, Capt. F. L. Sommer, Tons 9000	THURSDAY, 16th Mar., at 11 a.m.
BOMBAY, via SINGAPORE, and COLOMBO	HAKATA MARU, Capt. A. Becker, Tons 7000	TUESDAY, 21st Mar.

\* Fitted with new system of wireless telegraphy.

\* Cargo only. \* Carries Deck Passengers. \* Omitting Penang.

## PASSENGER SEASON 1911

## Sailings and Passage Rates from Hongkong.

## TO MARSEILLES &amp; LONDON, VIA SUEZ CANAL.

Steamers	Tons	Leave H.K.	Rates of Passage, To London, per New Steamer
IYO MARU	7000	15th "	1st Class \$ 550.00
HIRANO "	9000	29th "	" " " 825.00
TAMBA "	9000	12th April	" " " 350.00
TANGAO "	9000	26th "	" " " 540.00
KAMO "	7000	10th May	" " " 500.00
MISHIMA "	9000	24th "	" " " 750.00
			2nd class \$ 330.00
			" " " 495.00

## TO VICTORIA, B.C. &amp; SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	Rates of Passage, To Pacific Coast Common Ports
INABA MARU	7000	28th March	1st Class \$ 230
TAMBA "	7000	25th April	" " " 221
AWA "	7000	23rd May	" " " 250

Via St. Lawrence 1st Class \$ 250

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, &amp;c., apply to

T. KUSUMOTO, Manager.

## THE CHINA MAIL'S

## ILLUSTRATED SOUVENIR

of the British Section of the

## Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME

PRICE 10 CENTS EACH.

Hongkong, Sept. 28 1910.

## THE CHINA MAIL'S

## SECOND EDITION.

## HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, TIBET, CORREA AND JAPAN.

Entrusted to the SOCIETY of the "MISSIONS EXPLORER",

Translated by EDWARD HARPER PARKER and

Reprinted from 'THE CHINA REVIEW'

PRICE 50 CENTS.

For Sale at The CHINA MAIL OFFICE, 5, Wyndham Street.

## Hotels.

## STATION HOTEL,

## NATHAN ROAD,

## KOWLOON.

## ELECTRIC LIGHT AND FANS.

BATH-ROOM TO EACH ROOM.

## Cold and Hot Water throughout.

## PRIVATE AND PUBLIC BARS.

## BILLIARD ROOM.

## Private Dining Room.

## EXCELLENT CUISINE.

Tel. No. K120, Teleg. Address 'T



MONDAY, MARCH 13, 1911.

THE CHINA MAIL.

9

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.  
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Tons	Leave Hongkong	Connection Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
MARMORA	10,500	Mar. 18	(Through Str. calling at Bombay)	Apr. 15	Apr. 21
DEVANHA	8,000	Apr. 1	Moldavia	Apr. 28	May 5
DELHI	8,000	Apr. 15	Mongolia	May 13	May 19
ASSATE	7,500	Apr. 29	Moran	May 27	June 2
DELTA	8,800	May 13	Mooltan	June 10	June 16

\*Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in full for the passengers of the above.

FARES TO LONDON (including Suez)  
1st Saloon £106.14 Single, £169.14 Return.  
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
* NORA	about 1911	about 1911
* PALAWAN	March 22	May 8
* BORNEO	April 5	May 22
* SINGAPORE	April 19	June 5
* SUMATRA	May 3	June 17
* NILE	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Suez)  
1st Saloon £55.00 Single, £82.10 Return.  
2nd " £28.10 " £47.4 "   
\* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, Kobe and YOKOHAMA	POLYNESIE	BRUNO	Mar. 13, p.m.
MARSEILLES, Via Port	TOKIN	CHARBONNEL	Mar. 14, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE for Batavia, at Colombo for Ceylon, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.  
For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For M'selles, Havre & Hamburg
S.S. SENEGAMBIA.....22nd Mar.	S.S. SILESIA.....17th Mar.
S.S. SUEVIA.....7th April.	For Havre, Rotterdam & Hamburg
S.S. BAYERN.....20th April.	S.S. SAMBIA.....18th Mar.
S.S. FREIENFELS.....6th May.	For Bremen, Hamburg & A'werp
S.S. SCANDIA.....18th May.	S.S. AMBRIA.....17th Mar.
S.S. SAXONIA.....4th June.	For Havre, Rotterdam & Hamburg
S.S. SAXONIA.....15th June.	S.S. PREUSSEN.....20th Mar.
	For Rotterdam & Hamburg
	S.S. ALESIA.....7th April.

For further Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	Monday, Mar. 20, at 4 p.m.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	Thursday, Mar. 23, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MARMORA' 10,500 tons.

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 18th, 1911, staying at Bombay 24 hours only and is due to arrive at

MARSEILLES... April 15th.

LONDON... April 22nd.

FARES TO LONDON

1st Saloon £71.10 Single, £106.14 Return.  
2nd " £48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alterations).

Steamer	Tons	Captain	Date of Sailing
* NIPPON MARU	11,000	H. S. SMITH	Friday, March 17, 1 p.m.
* CHIO MARU	21,000	W. W. GREENE	Friday, April 14, 1 p.m.
* AMERICA MARU	11,000	A. G. STEVENS	Friday, May 5, 1 p.m.
* TENYO MARU	21,000	E. WEST	Friday, May 12, 1 p.m.

All steamers are equipped with the Japanese Government Wireless Telegraph and Radio Office.  
The Twin Screw Steamer 'NIPPON MARU' will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 17th March, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO.)  
Only Regular Direct Service to Mexico, Peruian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alterations).

Steamer	Tons	Captain	Date of Sailing
BUYO MARU	10,500	K. HANAMOTO	Wednesday, April 19, 1 p.m.
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 p.m.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 p.m.

The Steamer 'BUYO MARU' will be despatched for VALPARAISO and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUITQUE, on TUESDAY, the 18th April, at 1 p.m.  
FARES FROM HONGKONG:  
To SAN FRANCISCO £45.00 Single, £60.00 Return.  
To NEW YORK £71.10 Single, £106.14 Return.  
To LONDON £120.00 Single, £175.00 Return.  
To SALINA CRUZ OR MANZANILLO £125.00 Single, £175.00 Return.  
To VALPARAISO £125.00 Single, £175.00 Return.

SPECIAL RATES (breakages only) are granted to the undermentioned and their families when travelling at their own expense:  
To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Government of China and Japan.  
To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.  
To all Points—Missionaries and their families.  
(These concessions apply to San Francisco line only.)  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.  
The 'TENYO MARU' and 'CHIO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21 1/2 knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For further particulars apply to

K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Mar. 24	April 6th, at Noon.
EMPIRE	April 7	April 20th, at Noon.
ST. ALBANS	May 5	May 27th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.  
For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents

Hongkong, November 2, 1908.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. LOWTHER CASTLE...on SATURDAY, 18th March, 1911.  
For freight and further information apply to

SHAW, TOMES & CO., General Agents.

Hongkong, March 6, 1911.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE, via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
HALLAMSHIRE (Chartered)	5000	G. ELLIOTT	6th April

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOI and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steering passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Ortine" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

The Bank Line, Limited, KING'S BUILDING, PRAYA CENTRAL, TELEPHONE No. 780.

Hongkong, January 11, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL.

GAS COAL.

HOUSE COAL.

From the Westwallend and Aberdare Mines (New South Wales) always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO., (THE BANK LINE AGENCY) King's Building, (Fourth Floor).

Hongkong, February 3, 1911.

Shipping

'SHIRE' LINE OF STEAMERS, LIMITED. FOR LONDON AND ANTWERP.

THE Steamship GARMARTHENSHIRE, Captain R. L. DANIEL, will be despatched as above on or about 15th March. The attention of passengers is directed to the excellent accommodation offered by this steamer at cheap rates.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, March 1, 1911.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITER-RANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL & AMERICAN PORTS.

THE Steamship MARMORA, Captain G.H.C. WESTON, R.N.R., carrying His Majesty's Mails, will be despatched from this office for LONDON direct via BOMBAY, on SATURDAY, the 18th March, 1911, at Noon, taking Passengers for the above ports.  
Silt and valuables, all cargo for Penang and London will be taken direct by this mail steamer without transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further Particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, March 6, 1911.

AUSTRALIAN NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Co's Steamship VORWAERTS, Captain DUNCKER, will be despatched as above on WEDNESDAY, the 29th March, at 2 p.m.  
This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.  
For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, March 4, 1911.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.  
On Sale at the China Mail Office 5, Wyndham Street.  
Price, 10 cents.

NOTICES TO CONSIGNEES.

THE Steamship LUTZOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of March will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 16th of March, at 9.30 a.m.

All claims must reach us before the 20th of March, 1911, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex s.s. Onoda from Yanco. Ex s.s. Konig from Monbasa.

NORDEUTSCHER LLOYD, MELOCHERS & CO., General Agents, Hongkong, March 10, 1911.

THE Steamship COBLENZ, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of March will be subject to rent.  
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 16th of March, at 9.30 a.m.

All claims must reach us before the 20th of March, 1911, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex s.s. Onoda from Yanco. Ex s.s. Konig from Monbasa.

NORDEUTSCHER LLOYD, MELOCHERS & CO., General Agents, Hongkong, March 8, 1911.

Notices to Consignees

NOTICE TO CONSIGNEES. FROM EUROPE.

THE 'HANSA' Steamship GARMARTHENSHIRE, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be accepted on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on cargo: Ex s.s. Michel from Bordeaux. Ex s.s. Goeborg from Ostborg. Ex s.s. Carl from Statin. Ex s.s. Juri from Ahus.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, March 10, 1911.

AMERICAN & MANOHORIAN LINE. NOTICE TO CONSIGNEES. FROM 'NEW' YORK.

THE Steamship HATOPPO, Captain W. H. DORLAND, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents, Hongkong, March 7, 1911.

'DEN' LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP BENGOE.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents, Hongkong, March 7, 1911.

TOYO KISEN KAISHA. NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship NIPPON MARU, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Consignment instructions for the NIPPON MARU, 11th March, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on WEDNESDAY, March 15th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before March 23rd, 1911, otherwise they will not be recognized.

M. MATSUDA, Agent, Hongkong, March 8, 1911.

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship LUTZOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of March will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 16th of March, at 9.30 a.m.

All claims must reach us before the 20th of March, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex s.s. Onoda from Yanco. Ex s.s. Konig from Monbasa.

NORDEUTSCHER LLOYD, MELOCHERS &



# MacEwen Frickel & Co.

AGENTS FOR  
W. & A. GILBEY, Ltd.,

WINE MERCHANTS,  
LONDON.

SPANISH PORT  
A GOOD FRUITY  
WINE.

\$12.00 per case.

INVALID PORT  
A VERY FINE VINTAGE  
WINE.

8 Years in Wood.

\$22.00 per case.

'84 Port  
An Exceptionally Fine  
Light Tawny Wine.

12 Years in Wood. \$24.00.

## SPANISH SHERRY.

A GOOD SPANISH WINE.

\$12.00 per case.

Natural -

Montilla Sherry

A Pale, Nutty Sherry,

natural and extremely

light in Alcohol.

9 Years Old. \$22.00.

MANZANILLA SHERRY

A DELICATE DRY WINE

Years Old. \$22.00.

## SCOTCH WHISKIES.

THE PROVOST.

A pure Malt Scotch

Whisky. Choice Quality

and well matured.

\$14.00 per case.

STRATHMILL.

Old Highland (Glenlivet)

Guaranteed Pure Malt Pot Still

Scotch Whisky

obtainable. Guaranteed

over 10 years old.

\$22.00 per case.

SPEY ROYAL.

Absolutely the Finest

Pure Malt Pot Still

Scotch Whisky

obtainable. Guaranteed

over 10 years old.

\$22.00 per case.

## GINS.

OLD TOM GIN

\$10.00 per case.

LONDON DRY GIN

\$10.00 per case.

PLYMOUTH GIN

\$13.00 per case.

These Gins are Distilled from unmalmed Corn, and highly rectified, and have the delicate flavour of the Juniper Berry.

Bottled in London.

## LIQUEURS.

Creme de Menthe

Cherry Brandy

Cherry Whisky

Creme de Cacao

Curaçao

Marsala

Benedictine D. O. M.

Yellow Chartreuse

## BURGUNDIES.

Per Case

Per Case

Qts. Pts.

Beaune 16.00 18.00

Pommard 18.00 20.00

Special attention given to family requirements.

Complete price list on Application

MAC EWEN FRICKEL & Co.,

4 DES VUEX ROAD.

# SURVEYING & SCIENTIFIC INSTRUMENTS

W. F. Stanley & Co., Ltd. and  
E. R. Watts & Son.

ALWAYS KEPT IN STOCK

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

Hongkong, February 1, 1911.

## SPORTING.

### Boxing.

#### STADIUM'S CONTISTS.

In the City Hall on Saturday night a series of boxing contests promoted by Mr. H. Marriott took place. The rather small attendance might have been due to the weather and also to the unknown quantities of some of the contestants.

The second item was a six-rounds contest between Seaman Heaps, H.M.S. Tamar, 8 st 6 lbs., and Tuff Carter, Naval Yard, 9 st.

The opening was very warm, Heaps being sent down twice in the first round, which was all in favour of Carter.

The fortunes of war fluctuated in a remarkable way in the second round. Carter again made the pace very warm, but about half way through the round Heaps got home a blow to Carter's stomach which sent him down for seven. He had no sooner risen than Heaps got in one on the point which sent him under for good.

The third item was a six-rounds contest between Kid Marriott, 8 st 6 lbs., Dantain Weight Champion of Hongkong, and "Iron" Bux, 8 st 4 lbs., Bantam Weight Champion of Shanghai.

The first round was very even, both men showing some very clever footwork. The second went in favour of Marriott while the margin of points in the third and fourth was Bux's, who was the aggressor throughout.

The last two rounds were very even. The referee's decision went in favour of Marriott but as soon as announced it was met with boos from the audience. A fairer decision would have been a draw.

Bux and Marriott issued challenges to anyone in the Colony, the former up to 8 st 4 lbs., the latter up to 8 st 11 lbs.

This was followed by an eight-rounds contest between Pte. Potter, 8 st 11 lbs., Feather Weight Champion of K.O.Y.L.L., and Stoker Power, 8 st 11 lbs., H.M.S. Minotaur, Feather Weight Champion of the Fleet.

The first round was very tame and each man was apparently getting the measure of his opponent. The second round saw Tinsan in trouble, going down for three. The third round was Harwood's. The fourth was more even, Tinsan giving as good as he received. Harwood was cautioned for using his elbows.

The fifth and sixth were Tinsan's, who was doing most of the fighting, while the 7th and 8th were about even. The ninth was in favour of Harwood, who got Tinsan on the ropes occasionally although falling to do any damage. On the 10th Tinsan got in a splendid one on the point which dazed Harwood, but he soon recovered and evened matters up. From now to the finish there was not much to choose between the two men, who were putting up a splendid fight. The decision went to Harwood, but with a very small margin of points.

The management must be congratulated on supplying a good evening's sport.

### Rifle Shooting.

#### L.R.A. ANNUAL MEETING.

The Ladies' Rifle Association's Annual Meeting has been fixed for April 6th, 6th, 7th, and 8th. The following is the programme:

1. 50 YARD SCRATCH.—1st, Prize presented by Sir Paul Chatter, Kt., O.M.G.; 2nd, Prize presented by husbands of members; 3rd, [prize] presented by the Association.

2. 50 YARD HANDICAP.—1st, Prize presented by Sir H. N. Mody, Kt.; 2nd, Prize presented by husbands of members; 3rd, Prize presented by the Association.

3. 75 YARD SCRATCH.—1st, 2nd, and 3rd Prizes presented.

4. 75 YARD HANDICAP.—1st Prize presented by Sir H. N. Mody, Kt.; 2nd, Prize presented by husbands of members; 3rd, Prize presented by the Association.

5. Two MINUTE COMPETITION, 50 YARDS SCRATCH. Prize presented by Mrs. Arthur.

6. SCRATCH AGGREGATE IN Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## To-day's Advertisements

1911-12.

SEALED TENDERS in duplicate will be received at the R. N. Hospital until 10 a.m. on the 22nd March, 1911, from persons desirous of supplying BEEF, MUTTON, FOWLS, PORK, BREAD, CHEESE, PURE COW'S MILK, AERATED WATERS, ICE, and other provisions, and necessities for the year ending 31st March, 1912.

Sealed Tenders in duplicate will also be received for COAL (Alaska and Futaba). Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any Tender is reserved.

I. L. BARRINGTON,  
Deputy Inspector General.

R. N. Hospital,  
Hongkong, March 13, 1911.

358

WANTED.

A Young EUROPEAN BOY, orphan, wants work in some Office in order to support younger brother, and sister. Has learnt composing.

Apply to  
Care of "China Mail" Office.

Hongkong, March 13, 1911.

361

NOTICE.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

DURING the absence of the Under-

signed, Mr. H. SCHMIDT will be in charge of this Office.

C. G. GOR.

Hongkong, March 13, 1911.

360

TO Mr. LO LIM YUEK

and

TO ALL TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the POWER OF ATTORNEY dated the 1st August, 1907, purporting to be given by me together with others to the above named LO LIM YUEK of the Portuguese Colony of Macao, Gentlemen, has so far as I am concerned this day been cancelled and revoked by me.

Hongkong, 10th March, 1911.

LO LEUNG SAI

No. 18, Pan Cheung Temple,

Macao.

Witness

STANLEY S. MOORE,

Solicitor,

Hongkong.

359

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned,

FRIDAY,

the 17th March, 1911, at 2.30 p.m., at

No. 35, WYNDHAM STREET.

THE WHOLE OF THE

VALUABLE

HOUSEHOLD FURNITURE,

HEREIN CONTAINED,

Comprising—

Hall Furniture (Oak, American make),

Drawing Room Furniture, &c., of American

Workmanship, Black